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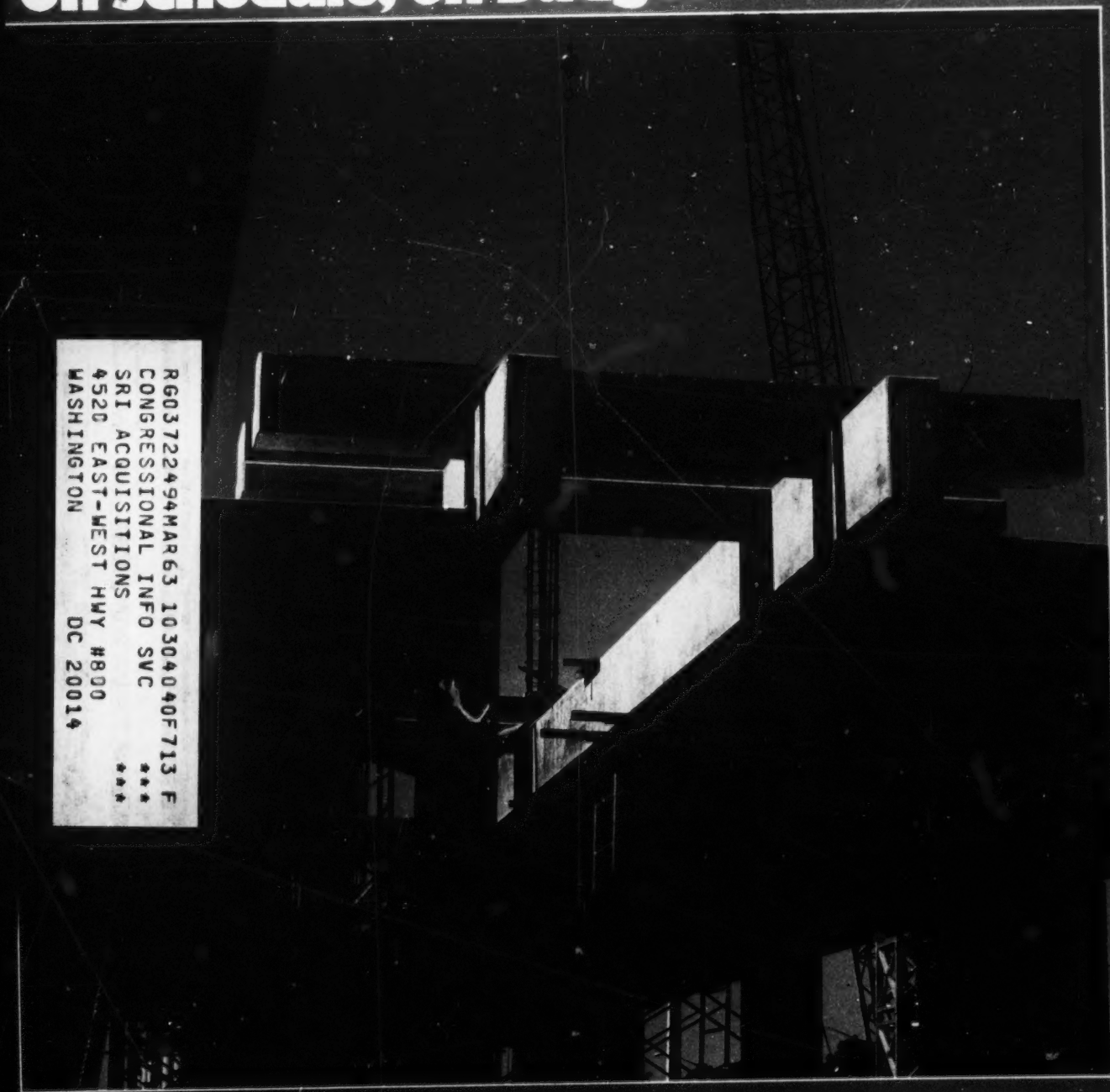
Import rail lines:
A right way—and a wrong way

June 8, 1981

RAILWAY AGE

Miami transit: On schedule, on budget



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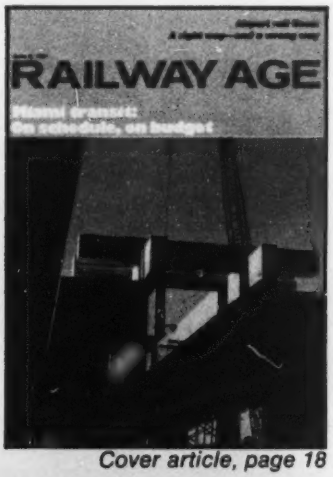
RAILWAY AGE

June 8, 1981

FEATURES



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18 Miami transit: On schedule, on budget
Construction of the Stage 1, 20½-mile, 20-station, elevated line is now close to the one-third point—and the $867-million project is within its original budget and on schedule for a planned 1984 opening.

26 Airport rail lines: A wrong way, a right way
Around 20 major cities now have airport rail access. Some have done it well—among them, Zurich and Frankfurt—and some not so well: Washington, Mexico City, and Paris. This article explores the differences.

30 Rail/community conflicts: A new approach
Working closely with the Burlington Northern, the states of Minnesota and North Dakota have sought to devise ways to reduce these conflicts. What they have come up with has attracted nationwide attention. Here's why.

34 Electrification: Who will be first?
In the last 20 years, railroads throughout the world have electrified 60,000 miles of line, of which only 120 miles have been in the U.S. Several roads are far advanced with studies; the big problem is high initial cost.

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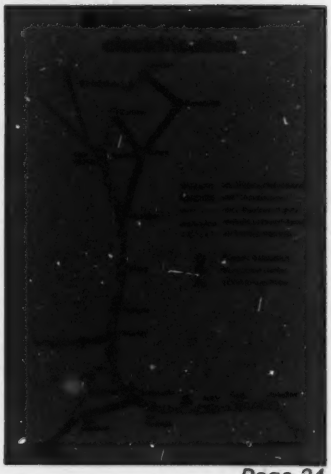

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COVER: Miami transit construction photo by William D. Middleton

Market

CARLOADINGS

Loadings of revenue freight in the week ended May 9 totaled 383,051 cars, according to the Association of American Railroads. This was a decrease of 60,698 cars, or 13.7%, compared with the corresponding week last year. The sharp decline was primarily attributable to the impact of the United Mine Workers' strike. Ton-miles generated by carloadings in the week ended May 9 are estimated at 16.0 billion, a decrease of 9.0% below the corresponding week of 1980.

REVENUE FREIGHT CARLOADINGS

Commodity	May 9 week
Grain	21,316
Farm products	4,196
Metallic ores	31,585
Coal	61,093
Crushed stone, gravel & sand	14,496
Nonmetallic minerals	14,459
Grain mill products	14,522
Food and kindred products	15,884
Primary forest products	19,281
Lumber & wood products (except furniture)	8,769
Pulp, paper & allied products	19,821
Chemicals & allied products	28,154
Petroleum products	5,315
Stone, clay & glass products	14,759
Coke	7,309
Metals & products	16,977
Motor vehicles & equipment	19,557
Waste & scrap materials	13,457
Forwarder & shipping assn. traffic	10,596
All other carloads	41,312
LCL trafic	193
Total cars loaded	**383,051**

Cumulative total,	1981	1980
19 weeks	**7,929,565**	**8,410,745**
Estimated revenue ton-miles (billions), 19 weeks	**16.0**	**17.6**

PIGGYBACK LOADINGS

U.S. piggyback loadings for the week end May 2 totaled 32,044 cars (2.6% below the corresponding 1980 week) and 61,825 trailers or containers (up 3.2% from 1980). Cumulative volume for the first 18 weeks of 1981 is 573,343 (down 4.5% from 1980) and 1,044,939 trailers or containers (down 4.1% from 1980).

CANADIAN CARLOADINGS

Canadian railway revenue freight loaded in the seven-day period ended Apr. 21 totaled 4.7 million tons (down 12.1% from 1980). Cars loaded totaled 68,055 (down 12.5% from 1980). Cumulative loadings for 1981 were up to 76.0 million tons (down 0.1% from 1980).

● *Amtrak.*—Awarded a $6-million contract to the Communications Switching Systems Division of Rockwell International for the supply of five Collins Automatic Call Distribution (ACD) systems. The Collins ACD's are expected to provide Amtrak with a call handling capacity sufficient to meet passenger reservations requirements over the next 10 years. Amtrak, which will handle around 25 million telephone calls this year, expects that figure to rise to 52 million by 1990. The contract calls for model GVS-150 call distributors to be installed at Los Angeles, Chicago, New York, and Jacksonville, Fla. A larger model GVS-300 will serve the reservations department at Philadelphia. When the new network becomes operational next fall, callers who dial Amtrak's toll-free numbers will be connected digitally to the first available agent. Response times are expected to be less than 20 seconds for 85% of all calls. The five ACD systems will connect with more than 850 agent positions and will also interconnect with one another so that overflow and diversion can balance traffic loads between reservations centers.

● *Niagara Frontier Transportation Authority.*—General Railway Signal is the apparent low bidder, at $11.2 million, for the supply of a train control system for Buffalo's light rail rapid transit system. The GRS proposal calls for installation of an Automatic Train Protection system consisting of coded track circuits, cab signaling, overspeed protection, brake assurance, and wayside signals. The GRS equipment includes a motorman's console for each car, showing the vehicle's current speed and the maximum allowable speed for that section of track. If the maximum is exceeded, the system signals the motorman, and if he fails to apply the brakes within a pre-set time, the brakes are applied automatically. On the surface, the cars will operate with a 28-mph speed limit; the subway limit will be 50 mph. The 6.4-mile, 14-stop system is part of an integrated rail/bus transit system for the Buffalo metropolitan area.

● *Metropolitan Atlanta Rapid Transit Authority.*—Awarded a $5,750,000 contract to Cubic Western Data for supply and installation of automatic fare collection equipment at stations now under construction. Under an earlier contract, Cubic supplied AFC equipment for 11.8 miles of MARTA's rapid transit system now in operation. Turnstiles at each boarding and exiting station accept coins, tokens, and magnetically coded passes, and issue transfers. The new contract is to be completed by mid-1984.